

**NORMAN PLANNING COMMISSION
REGULAR SESSION MINUTES**

DECEMBER 10, 2015

The Planning Commission of the City of Norman, Cleveland County, State of Oklahoma, met in Regular Session in the Council Chambers of the Norman Municipal Building, 201 West Gray Street, on the 10th day of December, 2015. Notice and agenda of the meeting were posted at the Norman Municipal Building and online at <http://www.normanok.gov/content/boards-commissions> at least twenty-four hours prior to the beginning of the meeting.

Chair Sandy Bahan called the meeting to order at 6:30 p.m.

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Item No. 1, being:

ROLL CALL

MEMBERS PRESENT

Andy Sherrer
Roberta Pailes
Erin Williford
Tom Knotts
Sandy Bahan
Dawn Jourdan
Chris Lewis

MEMBERS ABSENT

Dave Boeck
Cindy Gordon

A quorum was present.

STAFF MEMBERS PRESENT

Susan Connors, Director, Planning &
Community Development
Jane Hudson, Principal Planner
Janay Greenlee, Planner II
Roné Tromble, Recording Secretary
Larry Knapp, GIS Analyst II
Leah Messner, Asst. City Attorney
Ken Danner, Subdivision Development
Manager
David Riesland, Traffic Engineer
Terry Floyd, Development Coordinator

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Item No. 2, being:

CONSENT DOCKET

Chair Bahan announced that the Consent Docket consisted of the following items:

Item No. 3, being:

APPROVAL OF THE NOVEMBER 12, 2015 REGULAR SESSION MINUTES

Item No. 4, being:

PP-1516-10 – CONSIDERATION OF A PRELIMINARY PLAT SUBMITTED BY 77 STORAGE PLACE (NSE ENGINEERING CONSULTANTS) FOR CCC ADDITION NO. 3, A PUBLIC STORAGE FOR APPROXIMATELY 1.102 ACRES OF PROPERTY GENERALLY LOCATED ON THE WEST SIDE OF CLASSEN BOULEVARD SOUTH OF CEDAR LANE ROAD.

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Chair Bahan asked if any member of the Commission wished to remove any item from the Consent Docket. There being none, she asked whether any member of the audience wished to remove any item from the Consent Docket. There being none, she asked for discussion by the Planning Commission.

DISCUSSION AND ACTION BY THE PLANNING COMMISSION:

Chris Lewis moved to approve the Consent Docket as presented. Tom Knotts seconded the motion.

There being no further discussion, a vote on the motion was taken with the following result:

YEAS	Andy Sherrer, Roberta Pailles, Erin Williford, Tom Knotts, Sandy Bahan, Dawn Jourdan, Chris Lewis
NAYES	None
MEMBERS ABSENT	Dave Boeck, Cindy Gordon

Ms. Tromble announced that the motion, to approve the Consent Docket as presented, passed by a vote of 7-0.

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Item No. 3, being:

APPROVAL OF THE NOVEMBER 12, 2015 REGULAR SESSION MINUTES

The minutes were approved as presented on the Consent Docket by a vote of 7-0.

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Item No. 4, being:

PP-1516-10 – CONSIDERATION OF A PRELIMINARY PLAT SUBMITTED BY 77 STORAGE PLACE (NSE ENGINEERING CONSULTANTS) FOR CCC ADDITION NO. 3, A PUBLIC STORAGE FOR APPROXIMATELY 1.102 ACRES OF PROPERTY GENERALLY LOCATED ON THE WEST SIDE OF CLASSEN BOULEVARD SOUTH OF CEDAR LANE ROAD.

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Preliminary Plat
3. Staff Report
4. Transportation Impacts
5. Preliminary Site Plan
6. Pre-Development Summary
7. Greenbelt Commission Comments

The Preliminary Plat for CCC ADDITION NO. 3, A Public Storage was recommended for approval by the City Council on the Consent Docket by a vote of 7-0.

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Chair Bahan announced that the applicants have requested that Item Nos. 7, 8, and 9 be postponed until the January 14, 2016 meeting.

Item No. 7a, being:

R-1516-54 – SHOPS AT UNIVERSITY NORTH PARK, L.L.C. REQUESTS AMENDMENT OF THE NORMAN 2025 LAND USE AND TRANSPORTATION PLAN FROM INDUSTRIAL DESIGNATION TO COMMERCIAL DESIGNATION FOR APPROXIMATELY 7.5 ACRES OF PROPERTY LOCATED AT THE SOUTHWEST CORNER OF 24TH AVENUE N.W. AND TECUMSEH ROAD.

and

Item No. 7b, being:

O-1516-28 – SHOPS AT UNIVERSITY NORTH PARK, L.L.C. REQUESTS REZONING FROM I-1, LIGHT INDUSTRIAL DISTRICT, TO C-2, GENERAL COMMERCIAL DISTRICT, FOR APPROXIMATELY 7.5 ACRES OF PROPERTY LOCATED AT THE SOUTHWEST CORNER OF 24TH AVENUE N.W. AND TECUMSEH ROAD.

and

Item No. 7c, being:

PP-1516-14 – CONSIDERATION OF A PRELIMINARY PLAT SUBMITTED BY SHOPS AT TECUMSEH CROSSING, L.L.C. (SMC CONSULTING ENGINEERS, P.C.) FOR SHOPS AT TECUMSEH CROSSING ADDITION FOR APPROXIMATELY 7.5 ACRES OF PROPERTY GENERALLY LOCATED AT THE SOUTHWEST CORNER OF 24TH AVENUE N.W. AND TECUMSEH ROAD.

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Postponement Memo
3. Request for Postponement

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Item No. 8a, being:

O-1516-21 – CHICKASAW NATION INDUSTRIES, INC. REQUESTS AMENDMENT OF THE PLANNED UNIT DEVELOPMENT ESTABLISHED IN ORDINANCE NO. O-0607-35 FOR PROPERTY GENERALLY LOCATED SOUTHWEST OF THE TERMINUS OF JOHN SAXON BOULEVARD.

Item No. 8b, being:

PP-1516-13 – CONSIDERATION OF A PRELIMINARY PLAT SUBMITTED BY CHICKASAW NATION INDUSTRIES, INC. (LEMKE LAND SURVEYING, L.L.C.) FOR CORPORATE ADDITION 1 FOR PROPERTY GENERALLY LOCATED SOUTHWEST OF THE TERMINUS OF JOHN SAXON BOULEVARD.

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Postponement Memo
3. Request for Postponement
4. Excerpt of November 12, 2015 Planning Commission Minutes

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Item No. 9a, being:

R-1415-84 – SHAZ INVESTMENT GROUP, L.L.C. AND RIEGER, L.L.C. REQUEST AMENDMENT OF THE NORMAN 2025 LAND USE AND TRANSPORTATION PLAN FROM VERY LOW DENSITY RESIDENTIAL DESIGNATION TO MIXED USE DESIGNATION FOR APPROXIMATELY 760 ACRES OF PROPERTY GENERALLY LOCATED NORTH OF POST OAK ROAD ON BOTH THE EAST AND WEST SIDES OF 36TH AVENUE S.E. (SE ¼ OF SECTION 10, TOWNSHIP 8 NORTH, RANGE 2 WEST; E ½ OF SECTION 15; AND W ¾ OF THE S ½ OF SECTION 14).

and

Item No. 9b, being:

O-1415-33 – SHAZ INVESTMENT GROUP, L.L.C. AND RIEGER, L.L.C. REQUEST REZONING FROM A-2, RURAL AGRICULTURAL DISTRICT, TO PUD, PLANNED UNIT DEVELOPMENT, FOR APPROXIMATELY 760 ACRES OF PROPERTY

GENERALLY LOCATED NORTH OF POST OAK ROAD ON BOTH THE EAST AND WEST SIDES OF 36TH AVENUE S.E. (SE ¼ OF SECTION 10, TOWNSHIP 8 NORTH, RANGE 2 WEST; E ½ OF SECTION 15; AND W ¾ OF THE S ½ OF SECTION 14).

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Postponement Memo
3. Request for Postponement

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DISCUSSION AND ACTION BY THE PLANNING COMMISSION:

Andy Sherrer moved to postpone Resolution No. R-1516-54, Ordinance No. O-1516-28, Preliminary Plat PP-1516-14, Ordinance No. O-1516-21, Preliminary Plat PP-1516-13, Resolution No. R-1415-84 and Ordinance No. O-1415-33 to the January 14, 2016 Planning Commission meeting. Chris Lewis seconded the motion.

There being no further discussion, a vote on the motion was taken with the following result:

YEAS	Andy Sherrer, Roberta Pailles, Erin Williford, Tom Knotts, Sandy Bahan, Dawn Jourdan, Chris Lewis
NAYES	None
MEMBERS ABSENT	Dave Boeck, Cindy Gordon

Ms. Tromble announced that the motion, to postpone Resolution No. R-1516-54, Ordinance No. O-1516-28, Preliminary Plat PP-1516-14, Ordinance No. O-1516-21, Preliminary Plat PP-1516-13, Resolution No. R-1415-84 and Ordinance No. O-1415-33 to the January 14, 2016 Planning Commission meeting, passed by a vote of 7-0.

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Item No. 5, being:

O-1516-29 – CORRECTION OF THE LEGAL DESCRIPTION OF THE PROPERTY ASSOCIATED WITH O-1516-11 GRANTING SPECIAL USE FOR A CHURCH, TEMPLE, OR OTHER PLACE OF WORSHIP FOR NORMAN COMMUNITY CHURCH OF THE NAZARENE LOCATED AT 1801 N. PORTER AVENUE.

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Staff Report
3. O-1516-11 City Council Item
4. Exhibit A.2

PRESENTATION BY STAFF:

1. Jane Hudson – This is simply a housecleaning measure. When this application came before you back in October, we advertised the wrong legal. As you can see here, the lot for Norman First Church of Nazarene is this entire area. What we advertised for Ordinance No. O-1516-11 was only this hatched area. We didn't realize it until we updated the zoning map and that's when we realized that we had not gotten the correct area. This is the area that should be included for that zoning ordinance, which was for the Special Use for a Church and also a variance for the masonry requirement on some of buildings that you had reviewed. Just for clarification, this should be O-1516-29 for the new ordinance. That's really all there is to it. I'd be happy to answer any questions you might have. The applicant is here if you have any questions of them as well.

PRESENTATION BY THE APPLICANT:

None

AUDIENCE PARTICIPATION:

None

DISCUSSION AND ACTION BY THE PLANNING COMMISSION:

Andy Sherrer moved to recommend adoption of Ordinance No. O-1516-29 to the City Council. Roberta Pailes seconded the motion.

There being no further discussion, a vote on the motion was taken with the following result:

YEAS	Andy Sherrer, Roberta Pailes, Erin Williford, Tom Knotts, Sandy Bahan, Dawn Jourdan, Chris Lewis
NAYES	None
MEMBERS ABSENT	Dave Boeck, Cindy Gordon

Ms. Tromble announced that the motion, to recommend adoption of Ordinance No. O-1516-29 to the City Council, passed by a vote of 7-0.

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Item No. 6a, being:

R-1516-55 – WILDWOOD COMMUNITY CHURCH REQUESTS AMENDMENT OF THE NORMAN 2025 LAND USE AND TRANSPORTATION PLAN FROM OPEN SPACE DESIGNATION TO INSTITUTIONAL DESIGNATION FOR APPROXIMATELY 2.57 ACRES OF PROPERTY GENERALLY LOCATED ON THE EAST SIDE OF 24TH AVENUE N.E. NORTH OF 1501 24TH AVENUE N.E.

ITEMS SUBMITTED FOR THE RECORD:

1. 2025 Map
2. Staff Report
3. Site Parking Plan

Item No. 6b, being:

SFP-1516-2 – CONSIDERATION OF A SHORT FORM PLAT SUBMITTED BY WILDWOOD COMMUNITY CHURCH (LEMKE LAND SURVEYING, INC.) FOR WILDWOOD NORTH PARKING II ADDITION FOR APPROXIMATELY 1.44 ACRES OF PROPERTY GENERALLY LOCATED ONE-THIRD MILE NORTH OF EAST ROBINSON STREET.

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Short Form Plat
3. Staff Report
4. Site Parking Plan
5. Pre-Development Summary
6. Greenbelt Commission Comments

PRESENTATION BY STAFF:

1. Janay Greenlee – Wildwood Community Church is requesting a NORMAN 2025 Land Use and Transportation Plan amendment from Open Space to Institutional, and also consideration of a short form plat for Wildwood North Parking Lot II Addition at 1501 24th Avenue N.E. This is the existing land use for both tracts. Currently there is a parking lot here. This is where the proposed new parking would be. As you see, it is Open Space; requesting Institutional, which is the same land use designation as the church currently has. This is the short form plat location; it is just for the northern expanded parking lot. The existing zoning is A-2. In A-2, a church is an allowed use. The R-1 is the church itself, with a special use for a church. This is just an aerial. This is the existing parking lot to the north of the church. This is where the new parking lot expansion will be. There will continue to be the one egress only and ingress for the new expansion. They will modify the in and out for a right lane and left lane and an ingress also, with basic traffic control modifications. This is the site plan for the expansion. It will be connected to the existing parking lot. As you can see, the modifications for the traffic. This is the site of the church. This is the connection to the north parking lot that's here right now from the church. This is looking south on 24th. This is the parking lot that will be expanded. This is looking east – all ag land to the east. And to the north; this is where the expansion will occur. And back to the south – the connecting parking lot. And again to the east; it's all open space – agricultural land. And across the street – Hall Park. And looking north on 24th. Basically, this is an update to bring the land use current to Institutional from Open Space. As you know, Hall Park was initially its own neighborhood – its own township. It was annexed October 1, 2003 by the City of Norman and a basically comprehensive zoning was applied. Land use was not applied at that time. When the initial parking lot went in to the north of the church, land use was not applied at that time because the 2025 had not been adopted. Now that they're coming in for an expansion, they're requesting to go ahead and clean up the Land Use Plan and designate it the same as the church as Institutional – from Open Space to Institutional. The short form plat is only for the northern piece – the 1.44 acres. Staff recommends the land use designation be in conformance with the type of use, which is the church – not open space. And so we recommend approval of Resolution No. R-1516-55 and Short Form Plat SFP-1516-2. I'd be happy to answer any questions.

2. Ms. Jourdan – I was just curious about the drainage on the site. Will it all channel into the place where you showed us the bridge?

Ms. Greenlee – Exactly.

PRESENTATION BY THE APPLICANT:

None

AUDIENCE PARTICIPATION:

None

DISCUSSION AND ACTION BY THE PLANNING COMMISSION:

Tom Knotts moved to approve SFP-1516-2, the Short Form Plat for WILDWOOD NORTH PARKING II ADDITION, and direct the filing thereof with the Cleveland County Clerk subject to City Council's approval of the amendment to the NORMAN 2025 Land Use and Transportation Plan, and recommend adoption of Resolution No. R-1516-55 to the City Council. Erin Williford seconded the motion.

There being no further discussion, a vote on the motion was taken with the following result:

YEAS

Andy Sherrer, Roberta Pailes, Erin Williford, Tom Knotts,
Sandy Bahan, Dawn Jourdan, Chris Lewis

NAYES

None

MEMBERS ABSENT

Dave Boeck, Cindy Gordon

Ms. Tromble announced that the motion, to approve SFP-1516-2 and direct its filing with the Cleveland County Clerk, and to recommend adoption of Resolution No. R-1516-55 to the City Council, passed by a vote of 7-0.

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Item No. 10, being:

O-1516-22 – CASL HOLDINGS, L.L.C. REQUESTS REZONING FROM RO, RESIDENCE-OFFICE DISTRICT, TO PUD, PLANNED UNIT DEVELOPMENT, FOR APPROXIMATELY 0.92 ACRES OF PROPERTY LOCATED AT 542 S. UNIVERSITY BOULEVARD.

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Staff Report
3. PUD Narrative with Exhibits A-H
4. Protest & Support Map (November 12, 2015)
5. Protest Letters
6. Support Letters
7. Pre-Development Summary
8. Excerpt of November 12, 2015 Planning Commission Minutes

PRESENTATION BY STAFF:

1. Jane Hudson – This item before you, just for clarification, is only a rezoning. This site is already platted and the land use in place is already High Density Residential Designation, so this is only the rezoning portion of this application. The existing zoning in the area is R-3 and RO to the north; R-3 and C-3 to the east. Then to the south you have several PUDs; they actually are linked to this church that's on the east side of University here, and this is actually the parking lot. This area over here is also part of the church PUD. This R-3 down here actually has a special use for a parking lot as well. Then to the north over here you've got some R-3 as well. If approved, this tract would take on the PUD development zoning. The existing land use in the area: you have some medium density and high density residential uses to the north, some office and medium density residential use to the east, again the parking lot is to the south, and this commercial use here is actually the thrift store which also is run by the church. This is the site itself. The applicants are proposing to clear this site and construct a five-level apartment complex above two levels of parking, one of which will be sub-grade. This will be leased on a market demand basis, and there could be more than three unrelated persons living in a unit.

The applicant is also requesting a variance to the required parking. The site will currently accommodate 154 standard vehicle parking places and the ratio that they're proposing is 1.5 per unit. The current parking requirements in the zoning ordinance are 1.8 per unit.

This is the site itself again here on University. This is looking back north on University. And, of course, to the south and this is Whitehand Hall here on the east side of University and, of course, the parking lot. That's the church. This is the office use, and this is, I believe, a converted single-family home that has several units in it now. This is from the interior of the lot. This is looking back north; that's the house that's there on the north side of this development. This is on the west side, so this will be the rear of the tract and this access here actually goes back around and accesses the thrift shop that's on the west side of the area. Again, this is the parking lot. This is on the north side of the apartment complex. And again the thrift shop there on the west side.

Staff did receive protests. The protests within the notification area came to 15.5%. And then the support within the notification area came to 4.7%. Staff does support this rezoning request and recommends approval of Ordinance No. O-1516-22 with the condition that the parking variance is also approved. I'd be happy to answer any questions that you might have. The applicant and their representative are here with a presentation for you as well.

PRESENTATION BY THE APPLICANT:

1. Sean Rieger, 136 Thompson Drive, representing the applicant – Normally you see a pretty long presentation from me. I've been accused of that before. Not tonight, because we have a renowned architect with us tonight that is going to take you through most of the item. I will take you through some points, though, before we ask Chris to come up. You know, this case reminds me a little bit – I was at Oklahoma City Planning Commission this afternoon, all afternoon. And one of the items came up today that I was just watching in the audience. And it was an infill,

reuse project in Oklahoma City. It was interesting to watch that discussion in anticipation of tonight, because what was discussed was basically a neighbor came up and said they're tearing down this particular project and they're building something that is not like what's around it, because we want them to be the same as our houses. The discussion played out, and basically what was determined or said was, well, if you're going to do an infill and reuse project, then typically, no, you don't rebuild to be exactly like what is next to it, because you are building for the next era. You're building for the next generation. You're building for a higher density, because you are using that resource of that infill area to build for what is coming. You're not building for what has been in the past. So it was interesting today to watch that play out in anticipation of tonight, because that's kind of what we're doing tonight.

You have an existing apartment complex, 40 units – 1 bedroom units that have been there for decades. It's time, then, for the next use. Similar to Bishops Landing, where we had a similar issue of an apartment complex – aged – had seen its day, and it was time for the next use. In that case we decided to go ahead and replace it with over 900 bedrooms and put in that use that is now ongoing in construction. We have a similar issue here. We have an aged apartment complex – already an apartment complex – already a high density residential 2025 site. We're looking at what is the next appropriate use. It's time. I don't want to spend time on 2025, but Ms. Hudson showed you – it is already high density residential. It's really a fairly mixed area here of, obviously, Campus Corner to the southeast and institutional parking lots to the south, residential and some more multi-family off to the right. That is the 2025 plan again.

So what we're talking about is taking an existing aged apartment complex that is time to be replaced. It's time to go to a higher density. It's time to look at the next generation of use for this site, and that's what's before you tonight. It's a .92 acre site. It's already platted. It's already high density residential. We are proposing five stories of residential over two stories of parking. You will see in the site plan – I'm not going to spend much time at all on this, but Chris is going to take you through it. What I would ask you to watch very carefully is how careful he has gone through his development of the design of this project. You won't see this very often. I will just share with you. I went through architecture school and practiced architecture for about five years. When you're in school they ask you really to look at angles of architecture. Look at the sun as it moves from east to west. Look at the adjacencies. Look at views. I'm just going to be candid with you and tell you I don't usually see those theories of school carry into practice that often. I don't. But I do tonight. And he's going to show you that. When I looked at his presentation, it took me back to architecture school, where you're in front of a design critic and he's saying how did you get to that exposure? How did you get to that orientation? And you have to show him all that. And Chris is going to show you that tonight. He's going to show you how he got to the materials he did, how he got to the step-backs he did, how he got to the design that he did. I think you will see that it's really like something that you haven't seen before. It's something that takes it to a new level of design that we don't usually have the benefit of seeing here. So I hope you will focus upon that when he comes up.

I do want to talk very briefly about some policy issues, though, that bind us all -- that really carry us forward. Staff report talks about them a little bit here. They say in their impacts that this proposal will provide a new development in an older area of Norman. The development situated on a 3-5 minute walk – Chris is going to show you that. Then it's proposed to create an environment of easy access to several areas in this city. But what I want you to focus on is what it says next in their recommendation and how that plays with our 2025 goals. It says that the location of this development, in close proximity to the University and retail and business services, makes it an appropriate infill development. There are continued community concerns with expanding infrastructure to the outer edges of the City, creating additional strain on existing infrastructure. This proposal helps alleviate that concern. That's how they got to the point of recommending approval. So it's on these kind of projects that we look at things like this. We look at CART. We look at bike routes. When I bring you projects that are on the periphery, I don't have the ability to show you that, because CART doesn't go there. CART doesn't go to the periphery, but it goes here. So it's a policy discussion of where do you want to put the population in the next era? Do you put it at the periphery? Of course, in all candor, I will be

asking you to do that in other projects. You're not going to probably stop doing that. But when do we start, or continue, or advance the population to be where I can put a slide in front of you and say let's put it next to the CART path. Let's put it next to the CART stop. Like this one will be - where it will be right next to all of those arteries. Look at that. That's the benefit you get when you do projects like this in this area. You put them right next to all of these stops - all of these bus routes that then carry them throughout the city and make it much easier for you and us and everybody to provide the infrastructure that they will need. It puts it, of course, within the bicycle connectivity - and that's the bike map of Norman as well. So when you look at projects like that, that's the public policy benefits we get and that we put them within the infrastructure that is already here.

These are the policies of 2025. We're going to be updating 2025 very soon. But I would be shocked if it didn't have very similar policies to this. Because these are fundamental policies in land use plans. These are adopted for our community - and there's many of them here. I'll just highlight some of them. Promote a compact urban area by directing development into areas within or in close proximity to the existing infrastructure-served areas. On the agenda tonight was another project that I'm going to be asking your support for in very near time. It's that project in southeast Norman. It's a 760 acre project. Now I'm going to ask for your support, but I'm going to tell you tonight that that's going to take multiple lift stations. That's going to take an extension of road services. It's going to take many things. And I hope that you will approve it. But this one I don't have to ask you for those things and you don't have to pay for those things, because they're already there. That's what that policy is about. That policy is about putting the population where we can best serve it for the most efficiency of cost. And it says beyond that, support the infill development on properties that have been skipped over within the urban areas. I would suggest to you skipped over is also indicative of properties that are ready for their next generation - ready to be reproduced in a higher density and a higher fashion. Then, of course, it says explore and encourage opportunities for both on and off-street bicycle and pedestrian facilities, commuting to work, school, shopping, neighborhoods, etc. We're going to show you a map tonight that shows you what the 5 minute walk and the 5 minute bike ride is, and I think you will be amazed. It covers a large area of central Norman from this site. I can't show you that map on the periphery sites. Can't do it. It wouldn't be accurate. But I can tonight.

ULI. We've shown you this slide before. We're going to keep showing it to you. Urban Land Institute. Obviously, a very renowned land planning organization in the nation. They advocate strongly for multi-family projects. A key component of smart growth - we've heard that term for years - it's a key component. It's a housing that is needed and preferred by many people today - millennials and so forth - and so it's the environmentally-friendly component, really, of development as we move forward.

I've shown you this once before, too, but I want to show it again tonight, because we hear a lot about multi-family in Norman. When have we built too much? Are we in an era of glut? Are we in an era of too much of it? I was at the Builders Association today. I'm privileged to be able to represent the local Homebuilders Association. Every month we look at the builder reports - every single month, like clockwork. Out of the city, out of other designations that show us the building activity around the metro area. Norman is on path to build 500 homes this year. We have been building about 500 single-family homes for years now. Now, we used to build, back before the very early 2000's, we got upwards of 700 or 800 a year, only for a few years, went way back down and we've never regained that. We build about 500 a year. Our population, by U.S. Census Bureau is about 118,000 people. We grow, by U.S. Census figures - checked it again today to make sure I was accurate. We're growing at about 1.6 to 2% a year, depends on what years you average. That equates to we are adding about 2,300 people a year, every year to Norman, Oklahoma by population growth. By just the natural population growth of our city - about 2,300 people. I just told you we're building about 500 homes a year. If you look at the U.S. Census stats, again, we average about 2.4 persons per household, and that's pretty typical across the nation. About 2.5 people in a house. Well, at 500 homes a year, 2.5 people in a house, we're only building single-family homes in Norman, Oklahoma for about 1,200

people a year, but we're adding 2,300 a year by natural population growth. Where are you going to put the other 1,100 people every single year that are growing in our community? You're not going to put them in single-family homes, because they're not there. If you want to put them in single-family homes, those aren't going to be built in the core. Where are those going to be built? Where I'm going to ask you to build them, on the periphery, where we're going to have to add three lift stations and roads and everything else. So somehow, as a community, we have to decide where we accommodate 1,100 people. Or we decide as a community to stop growing. Or lessen our growth. I hope you don't do that. Many people hope you don't do that, because 2% growth is certainly nothing drastic at all. You see communities growing at 5, 10%. You start getting into those ranges and you have serious problems. Not at 1.5 to 2%. That's more normal and natural growth that we need to accommodate. We're not accommodating in single-family housing. So where do we accommodate? Well, in many reports – you can see them all over the internet and everywhere – millennials – the younger generations – one of the reasons we're not building more than 500 single-family homes a year, like we were 10 years ago, is because the younger generations aren't doing that – for many reasons. For reasons of lending, financing, simply reasons that they want to live in an urban condition. I was talking in economic development through the process of this project and this was a person who is in the trade of economic development, and it was interesting to hear their take on it. They said, to them, projects like this are about one thing and they're about talent retention. I never really thought of it that way. But he was very adamant that this kind of a project and this kind of a community is about talent retention. He was talking about the millennial generations – the kids coming out of OU that we hope to retain, that we hope to keep here – the brain drain – those things. Well, they're likely not going to move in into one of those single-family houses that I'm going to ask you to approve far in southeast Norman. But they might want to move to Bricktown or mid-town Oklahoma City or here. They might want to move to an urban condition. If we can provide that, then we're providing the existence for talent retention. So it is about that as well.

So that's really the policy issues behind it. I will mention one other thing that, obviously, we have a Center City effort that is going through right now, and has been for a long time. There are questions that I've heard, well, why don't we wait on that? I think it's unfair and I think it's punitive to this property owner and this developer to wait on something that we have no idea what, if ever, will be adopted. I want you to consider something. North Porter had an overlay design district proposed with it. I can remember when I zoned a parking lot for Van's Pig Stand; it was denied. Then we went and did Mr. Goodman's property just a few blocks north at Hughbert and Porter, and it has a little doughnut shop there and so forth. That was recommended denial by staff, and we won it. That precipitated the North Porter Study, if you remember, because there were so many battles with the neighborhood to the west of that and we had battled and battled and battled. Where is the line going to be? What's it going to be? What is the design of North Porter going to be? I remember, after we got that North Porter project done, I got a call the next morning from then Councilmember Midway Bob Thompson – you all know Bob Thompson. I remember he called me and he said, "Sean, to the extent you have any coming through your office, I don't want you bringing another project again until we finish this North Porter Study." I said, "Well, Bob, I have no control of that, obviously." I mean, if somebody comes to see me, I can talk to them, but I said, "Any idea what timeline are you talking about? How long is that going to take?" He said six months. He said, "Give me six months. Let's figure this out in six months." Well, that North Porter study took far longer than six months. I don't remember exactly how long. I want to say two to three years, roughly. But it was a long time. Two years, Ms. Connors is telling me. So what I'm telling you is that many times we hear people say, "Hey, just give us a few more months and we'll figure it out." I've just not seen that ever happen in practice. It takes far longer than we ever think it will, and then sometimes it doesn't get adopted. North Porter – what happened is it didn't get adopted. One part of it got adopted. But the design overlay district – which is really what we're talking about with Center City – did not get adopted. We couldn't agree. We couldn't agree on what the form-based code would be. I'll tell you on this area – we brought the Risser project is the

common phrase for it. It was over in the center of Campus Corner and it went down and precipitated the Center City issue. But I remember at the time we went through several variations of a proposed ordinance there. The Planning Department here produced what's called an HD ordinance. I don't know if you remember that, but it was drafted up, it was proposed. That was going to be the solution. It never got adopted. Then we went on to the Center City path, and we've been on that for quite some time now. The first draft of that, which, frankly, we would have met in many respects until it changed just last month – or a couple months ago. But that came out in November of 2014 after a lengthy process of community meetings and so forth. It still has a long way to go. In the roll-out the other night, it was suggested that there's some components to it that – for instance, a CCPUD. I asked the attorney, "What is that?" They haven't seen it yet. There are still components of that we don't even know what it will be. So it is unfair and punitive to make property owners wait for an ordinance that 1) may never happen; 2) we have no idea what it will be. One other point on that – we've discussed moratoriums and it was decided as the public we weren't going to do that. So there's not a moratorium on the development of the Center City. There shouldn't be on the rezoning, either, of it.

So, at this point, what I want you to see is the architect. The architect on this project is one that's really quite renowned. They come out of Fayetteville, Arkansas. They're really quite experts at infill and urban projects like this. They've won awards for their work. Again, I don't get to do this very often, but to have them put forth a lengthy presentation of how they got to where they are tonight in this project. So if you will let Mr. Chris Baribeau talk to you about this project, he will take you through it.

2. Chris Baribeau – Thank you for the opportunity to be here to present our project. As Sean mentioned, I'm out of Fayetteville, Arkansas and Fayetteville University. Our town is very similar – not quite the scale that Norman is. We don't have quite the same population. But we deal with a lot of the same issues that you deal with here, and I think that we are very excited to come over and potentially work on a project here, because a lot of the work that we've been doing there, I think, can translate and the things that we've learned about form-based code and design is very appropriate here. So starting off, when we first came here – understand this project is about establishing a new multi-family community in an appropriate urban context and scaled appropriately for this place.

This is the existing condition. You're familiar with it. But we had to become familiar with it, coming from Fayetteville to here to work to look at a project. So, obviously, I think this is actually not that bad of a photo that we took. But the existing apartments on this site have reached the end of their useful life.

These are more of the existing conditions here that we find. Things are a little dilapidated. This entire site is completely covered in impervious surface. It's all asphalt and building. They're not quite urban conditions that we would normally expect to see in this part of a town that's progressively developing with the population that you have.

So just a little real quickly. Again, I mentioned I came from Fayetteville. These are examples of some of the work that we've done – multi-family in Fayetteville, Arkansas. Sean kind of mentioned we have won some awards and received a little bit of publication for some of the work that we've done. We've either designed and have under construction or have completed about 900+ units in northwest Arkansas. Again, the ideas of translating the the lessons learned, the experience that we have about doing sustainable architecture and bringing that to an urban context is something we bring with us to this project. So, to do that, first, we have to understand the place. We honestly had to come visit here and had to see the place and do this kind of diagramming. I'm kind of representing information that you know, because this is your home. But for us, we need to understand that, first, before we start drawing or designing a building. That's very important. So understand the relationship of the site to the University, to the entertainment district, relative to the downtown and the conduit that is the South University Boulevard.

Then further evaluation looking at what we call missing teeth that exist in your urban context in your entertainment district. Part of understanding the place is understanding some of the things that might be missing or lacking, or what can be improved upon. There are a lot of parking lots in this area. What's really important is that smart growth and smart projects develop in these areas to make a really walkable, inhabitable and livable place.

We also needed to understand the context of the site, the height of buildings around the general area. So we did a survey of the contextual buildings through the University and the downtown area. The numbers at the top just represent the levels or stories that exist. Of the buildings that we've mapped out, four levels and higher here, the average – what we found is that the average height of all of these buildings that would be comparable to what we're approaching is about 5.95 levels, or roughly six stories.

So the current zoning – what's important for us to diagram and understand about this – and, again, these are things you probably know already. But this is a transitional site between the R-3 zoning, the University, and the commercial areas. Our site is in the white here. We did come into this – in Fayetteville we have a form-based code that's been adopted since about 2006. So I'm used to working within the context of a form-based code. So when I started to research and understand what Center City is trying to achieve as an overlay district, there are a lot of similarities in how to make an appropriately scaled urban context work as things are developing. Again, this reinforces the idea of a transitional site. So a blow-up from your Center City plan to our area can see right here that, in fact, right at this edge is where the Center City proposes changing from Urban General to Urban Residential – and this is our site. Also, we noticed that this kind of proposed pedestrian pathway – this connection – that quick connect walkable path for neighborhoods to the entertainment district, which makes a lot of sense.

So real quickly, too, economic benefits are important to understand about any project, and this project, as proposed, is about a \$25 million project that will have a real stimulating impact for the local economy. Impact fees to the City are in the range approximated around \$375,000 that would come from the project being permitted. The current yearly tax revenue on the site that is generated is about \$16,000, as opposed to the \$152,000 per year that would be generated by the project that we are proposing.

Again, trying to understand what the core connection is here. I think – harping on this again – again, you know this place, but for us it's important to understand how University Boulevard is a strong connector to the gateway of the University. We are, essentially – our site on the western side of University, relative to Campus Corner, and understand the downtown core, all of which is going to continue to develop in Norman. We're in a very centrally located area that is very appropriate for this type of project.

This quickly shows the five outer circle, being the 5 minute bike radius, and the inner circle being the 5 minute walk radius. So, obviously, what's interesting about this location is how much of the City can really be covered on foot and on bike very quickly, and how important it is to take on sites like this to obliterate those missing teeth, to provide the appropriate infill as needed. Most importantly, we find for our work is that people need to live where they work, study and play. This project seeks to put people there in the right spot near the right amenities, because that is the future of any urban area. This site does have an 85 walk score. If you're familiar with WalkScore.com, it's a great site – a lot of good information about the reality and sort of the tangibility of having a walkable place, and an 85 is a fantastic score. Obviously, it's because of the University, the entertainment district, and downtown, and all the amenities – grocery shopping – all the stuff that comes with it. It's a very good score – very good site.

Alright. So moving on to how we approach the design process. Again, I said we came here to study and sketch and understand. This is a simple elevation or sectional diagram. So the University would be on the left-hand side of this image. The neighborhoods to the right or to the north is to the right. The adjacent house – quick sketch is just trying to show and identify that the residential scale that's on the north side and the University scale and the context on the left, even though the parking lot is there, if we extend that further south is what helped generate the idea behind the section and scale of the building. I want to point out that the existing zoning – the underlying zoning of the site – our building does conform to that existing zoning and what

the setbacks are and criteria. In fact, along the residential edge – the northern edge of the property, it says basically after you go up 35 feet you have to step back, I believe, four inches for every one foot above that. So what we've done is terraced the northern edge of the property, conforming to the underlying zoning and setbacks, and created what we call a terraced garden edge along the residential side of the neighborhood. The way we propose to do this is provide relief – step back from the residential neighborhood, provide a green façade, as opposed to just building mass and material. We want to harvest the rain water from the roof that feeds this terraced edge and actually makes more of a living wall along the residential edge. You can see that idea as it formed in this section in this sketch. Then, of course, this is University Boulevard and a connection to Campus Corner and then the University beyond.

Flipping to the other side of the project – the institutional face, which is the southern edge. I mean, we come to design a place and Sean kind of hinted on this. We designed for the sun and the place and the people that are going to be here. The idea is that the eastern and western facades of this project would be active and have the appropriate shading for east and western sun exposure. On the eastern side be relative sort of to the activity and energy of the entertainment district. On the southern façade, we propose brick that would match the University brick, so we have material compatibility. That is a more institutional face to the south that draws inspiration from the University itself.

We studied the architecture of the University that is common here. That's our design context. So particularly looking at collegiate Gothic architecture. Just real quick, there's always an idea of an articulated cornice. The field brick condition. Ganged together windows. The details of contrast in the corners. A clearly defined base. This is a snippet of our proposed project, which incorporates, in a modern context, built for today, all the conditions that we studied here and translated to our project. So there really is a progression and a context that makes sense with the University.

Our design process was – like to share this and just going through the process of sketching on the ideas and coming up with – this is probably not the stuff you normally see, but we sort of wear it like a badge. We think it's important to test ideas and not just go for the first easy answer, but really study – again, what I've been trying to share – we study the place and how we are going to build for today in this place. So a couple of images here showing the project and urban infill scaled for the City. This is obviously looking north along University Boulevard. The terraced garden edge on the north side and relative to the residential context and then, of course, the University to the south. Also what's really important in this area is to have a vibrant street – a very active street for pedestrians, for people walking, for people biking, and we are proposing that there would be retail on the lower level and then this is an example of what University Boulevard needs to become as it develops over time. Right now there's a very, very wide right-of-way, and what a more urban context needs is an appropriate scaled right-of-way that has bike lanes and then the landscape buffer – street trees and protection and safety for people on the sidewalk. While our project cannot right now be the only project on the street that changes the entire street section – I mean, if you look at the Center City and where those street sections are going, it makes sense with the type of project we are proposing.

The existing conditions of the site and what we are proposing. Again, this is looking at the north terraced edge and the streetscape. Again, looking north along University – existing conditions and what we're proposing, which is a pedestrian plaza, an active staircase for people to move up and down and connect to this pedestrian plaza. And the opportunity for boutique retail space. We have about 1,300 square feet here. This can really be a catalyst for this type of design, this type of project in the area where it's supposed to be, which is in the core of downtown and Campus Corner, your entertainment district and near the University.

Real quick, we are seeking a parking variance with this project, as was mentioned. At the bottom, just a snippet from the actual PUD submission we made and our Exhibit F. But I just want to point out the top facts here, which are basically that we're proposing 154 parking spaces to serve our tenants. I want to point out that, under Center City, the minimum parking that we could provide would be 109 spaces and the maximum number of spaces that Center

City in its current state would allow would be 140. So our 154 variance that we're asking for is still like 14 spaces more than what Center City would say would be the maximum you can do.

The site plan that's being proposed as part of the PUD process, again, showing the pedestrian plaza at the lower level. This is the parking garage with the retail and lobby in the front. This is the active staircase that I mentioned. One other thing I really want to say about the pedestrian plaza, and I showed earlier on the Center City plan that pedestrian connection. We have the opportunity in this project to build at least part of that and we're potentially working with others to build all of that to really actually make that pedestrian connection that's supposed to be here or is part of that plan for growth. We have the opportunity to make that happen, have a very active and pedestrian activity and streetscape that is appropriate for this area. I'm happy to answer any questions you might have, and obviously the rest of the team as well.

3. Mr. Knotts – That single bay parking that's shown there at the bottom – is that part of the project? Or does that interface with the church parking? That's the church parking.

4. Mr. Sherrer – Talk a little bit about the intended masonry. I mean, I can see the brick on the one side and then also the fencing between residential. What are you proposing that you're going to do there? I know in the PUD it's a little bit – didn't define it at a real granular level.

Mr. Baribeau – That is the masonry façade wrapping around, but we're actually proposing that we can grow vines – shade-loving vines up that as well so it's not just the hard surface, but can also be part of that vegetated condition along that edge.

Mr. Sherrer – Okay. And the other side that faces University – that's just ...

Mr. Baribeau – This other side is the brick.

Mr. Sherrer – The brick on that. That's the side of the parking lot, though, right?

Mr. Baribeau – Yes. That is the side facing the parking lot.

Mr. Sherrer – Okay. And the side facing University is still the garden?

Mr. Baribeau – No. The side facing the University ...

Mr. Sherrer – I'm sorry. University Boulevard.

Mr. Baribeau – Oh, yes. I'm sorry. I apologize. I see what you're saying now. It's a combination of stucco and cement board and metal.

5. Ms. Bahan – How many units are you going to have in here?

Mr. Baribeau – Right now, we have right around 100 units.

Ms. Bahan – How will they be divided up? I mean, two-bedroom? Four-bedroom? Three-bedroom? One-bedroom?

Mr. Baribeau – There's a combination of one-bedroom, two-bedroom, three-bedroom and four-bedroom.

Ms. Bahan – So they will be leased, then, by unit or will they be leased by bedroom?

Mr. Baribeau – By the unit.

6. Ms. Williford – How many four-bedroom vs. one or two-bedroom?

Mr. Baribeau – I'm trying to think of the percentage off the top of my head. The ones and twos equate to about 35%. About 28% or 30% are three-bedroom. Here. This is the correct figures I can give you. 32% are one and two-bedroom; 26% are three-bedroom; and 42% are four-bedroom in the current plan.

Ms. Williford – So the aim, from hearing what Sean said, was talent retention – keeping people after they leave OU. So if you're looking at, let's say, 26 to 32 year olds, would you be better served with more one and two-bedrooms, because I don't think that age group is going to share a four-bedroom apartment with people.

Mr. Baribeau – I'm not, probably, the best person equipped to answer that in terms of any kind of study. But we were given the task of – if you look at the three, the twos and the ones that we have – the 32 plus 26% -- over half the building is ones, twos and threes, which are the

most common unit type that you would find in most apartment complexes. I mean, that's the combination. So more than half of the entire project is what you might find on the fringe vs. what's on the site now, which is just one bedrooms.

7. Ms. Jourdan – I'd like to follow up with that question. Is this based on a housing demand study? The presentation before you said that there were more than 1,000 unmet needs. Do we know that those 1,000 unmet needs are actually people who want to live in apartments next to campus?

Mr. Baribeau – I can't speak to that, because I don't have that information.

8. Mr. Knotts – Do you know if there's going to be a lottery for the proposed vehicle parking?

Mr. Baribeau – I'm not sure of the nature of the ...

Mr. Knotts – So if you have 300+ bedrooms, every bedroom, for the most part, is going to have a car, particularly when you're aiming at students. And when you only have 154 spaces, if you don't have some mechanism to take those other 156 cars someplace else, they're going to wind up in the neighborhood. That's a significant problem.

Mr. Baribeau – I know that more and more there are less people with cars and a lot more depending upon walkability and bikeability. That's not always the case in every city.

Mr. Knotts – Maybe in Arkansas, but not in Oklahoma.

Mr. Baribeau – Arkansas is not that different from Norman. I can promise you that. We don't have any smaller trucks around there. But what we have done in all the other work that we've done, well it's ranged between being parked at around the 60% up to the 92% parked, and I can tell you on one project we did that was parked at 92% of the beds that they have a lot of empty spaces in that garage. The top floor of the parking garage – which is a pre-cast garage wrapped in buildings – is almost never used. An entire floor of the garage.

Mr. Knotts – What percentage is that of the total garage?

Mr. Baribeau – I'm not sure. But it's a six-story garage.

Mr. Knotts – So that's ...

Mr. Baribeau – So it's about 96 spaces on top.

Mr. Knotts – Is that connected with a housing project?

Mr. Baribeau – It is. It's in the middle of a housing project. The apartments wrap the garage.

9. Mr. Knotts – So would the homes on the north side of this project, because of your study, be in sunshine in 10 days?

Mr. Baribeau – On the solstice?

Mr. Knotts – Right.

Mr. Baribeau – I haven't done the solstice study, but I could. It's just in that particular area I like the idea of stepping back and sort of inflecting to the neighborhood and also following the underlying zoning requirements that are there.

Mr. Knotts – So the garden that's on the north side is a shade garden?

Mr. Baribeau – Well, due to the setbacks, there are times of year when it will have more sun than not because it's stepping back, and therefore relieving. And, yes, it will be occupied, obviously, with – once the landscape architect get involved and selects what type of vegetation goes there, it's going to have to be oriented for that side of the building. Obviously can't propose anything that wouldn't survive there. Makes sense.

10. Ms. Pailles – What is the actual height of the building?

Mr. Baribeau – It's six at this portion. That would be the six stories.

Ms. Pailles – Well, there's kind of a number of things. For one thing, there is the *Transcript* of Wednesday, November 4 whose sub-headline says "Housing Oversupply" and it particularly pertains to apartments, which should be of interest. Apartments are often brought forward on the basis of need, and I don't think that's an argument here, certainly. Usually they're brought

forward on the premise of student need, and we have kind of dealt with that. There is no student need, whether there is need or not. Certainly, nobody objects to apartments in theory. Sean was talking about the need for millennial attractive homes. The matter is, of course, location. If you wanted to put a six-story apartment building on Tecumseh and 24th N.W., nobody would complain. It's location, location, location. To say that the average height of the buildings in this area is five stories by factoring in University buildings and the stadium is a trifle disingenuous. Certainly the visual height in this area is not an average of five stories. The University buildings aren't very large, but then they are surrounded by a lot of open space which is kind of not the situation in the Campus Corner area. So, obviously, it's the height and the lack of parking. I mean, there is basically parking for half the people that are going to live here and that doesn't seem anywhere near adequate. If you had actual figures on the number of students who own cars – the percentage – maybe that would make a difference. But students here own cars. If you look at the Millennium parking lot, which has recently been built, that's relatively full. If you stand and observe who goes in and how they go in and whether they're pedestrians or bicycles or cars, they're cars. Oklahoma students drive. I took the trouble to document some of that by walking up and down the student Asp Avenue and checking on the student housing parking. In a 24-hour period, 55% of the cars moved; even though it's a longer walk to their car than to either food or entertainment, they're still driving. So you can't really say this is – you can't ignore the problem of parking because it will create more traffic and it will certainly create a parking difficulty if you only have spaces for half the people living there. But the main issue is scale in the neighborhood. That's the main issue I would see.

Mr. Baribeau – I think regarding the parking, as I pointed out, I think there are plenty of parking lots around that potentially shared parking agreements could be ...

Ms. Pailes – They're fairly full most of the time.

AUDIENCE PARTICIPATION:

1. Mitch Baroff, 421 Park Drive – I live six lots from this project. I've been in Norman since 1967 and I've lived on Park Drive since 1993. I'm almost in the shadow line this time of year of that building if it was put there. It's like putting the Vista Building basically 30 feet from my 4th or 5th neighbor to the south. Tall building. Very tall building. I'm retired – just retired. I was a staff architect for the Indian Health Service for the last 20 years. I've, in the last decade, built a million square feet of hospitals and health centers and probably \$250 million. Most of the Indian health facilities in Oklahoma I've been involved with. I attended the Pre-Development meeting about this project in October and I told the developer at the meeting that I opposed the rezoning request, as did every one of my neighbors on Park Drive. That map that you had up on the protests, I believe you can see almost everybody on Park Drive protested. The intensity of use proposed is unprecedented for our neighborhood and the Campus Corner area. The project – and we were told this at the Pre-Development meeting – things have changed since the Pre-Development meeting by the numbers that they're saying today. But we were told there were going to be 95 units, 300 beds, 200 parking spaces, which is basically almost three times larger than the current RO zoning allows. My calculations, if they went to the current RO zoning, they could do 38 3-bedroom units at 68 parking spaces – that's by our current zoning. They're asking for probably 90,000 square foot building. You're only allowed 32,000 on that size lot. The six-story façade facing north into my neighborhood – my neighborhood basically is R-3. Most of the homes are single-family homes; there are some duplexes. Like I said, everybody on my street protested this project. Much too dense; much too tall. I have no problems with the zoning being changed from RO to PUD, as long as the intensity of use remains at the RO level. But I do have a problem with the project's density, height, and size. Let them design to the current zoning. Most residents to the west and north are owner-occupied one and two-story houses. A six-story building literally built in our back or side yards is ridiculous.

2. Judith Wilkins, 1100 W. Symmes – The current apartment house needs to go. I am totally against the size of this apartment complex, though. Has a traffic study been done on this? I can't imagine this many cars impacting White Street and University. I can't imagine that that

intersection would be able to handle this many cars. Also, the parking lots are full in this area already. There is not enough parking allowed for this. A three-story apartment building I'd have no problem with. I understand that profits need to be made, but people need to be listened to and respected – the people that live in this neighborhood – have lived there for many years and it's our neighborhood – it's our community. Please respect that. Thank you all.

3. Valerie Slemmons Mettry, 439 Elm Avenue – I don't have a lot to say. The parking lot butts up to my back yard, so I'm just west of where this apartment would be. I think Roberta said it all, really. But I just wanted to say one thing to you, which may help you in your research for future projects. I was Campus Corners director back in the 90s and I moved here in 1992 when I got married. At that time Norman virtually had very little crime. It was amazing what kind of community we lived in. I remember the trigger was one Saturday night one mental patient cut another mental patient's head off and threw it in the dumpster and we had to address it on Monday morning. So, since then, things have escalated, which, as Chief Cotton said, this happens with growth in a community. I don't think that you factored in the social ramifications of creating this kind of a situation – millenniums and your entertainment aspect on Campus Corner. The entertainment aspect is bars. We have bars on Campus Corner. We have a university that addresses drinking issues and drinking problems. And so, yeah, do we want a bunch of millenniums there to infiltrate our bars more? I mean, I think that this was a very poorly thought out project. I think it was very selfish and self-centered.

4. Jonathan Fowler, 422 Park Drive – Appreciate everyone for making the time out for discussion this evening and for the presentations we've been able to see. My background is – full disclosure – I'm a Steering Committee member for the Center City Vision process – have been serving on that for the last 18 months. It's been great to see the broad support from out the community that has come together under this process. We've had University representation, City of Norman representation, stakeholders from the developers community, and most importantly the neighbors and citizens that live directly in the affected area and zone. It was wonderful to see the over 300 people come out for the charrette process, to all come to a consensus that was overwhelming on what they want to see in their community. As Mr. Rieger pointed out, it was brought about shortly thereafter the Risser project and the community's outcry against that project as not fitting in with the character of the neighborhood and seeing it as something that could dramatically change it. So we all came together and have worked very hard on the Center City process. It was quickly identified that density was something that would probably be a part of the future of the core's growth, but that it was very important that we designated what parts of that core could accept that growth and where it was most appropriate. Gray Street and Main Street were both identified as areas where you could potentially put a six-story building and it would make sense and fit in with the character of the neighborhood. Front Street – James Garner Avenue was also identified as an area where this is appropriate. And there were some other small pockets of areas that were identified as where higher density might fit in and might be accommodating to the neighborhood, so long as it was done aesthetically correct and with the community in mind. The current location that this project is presented on the Center City vision was slated as four stories. It was very important that that was placed on that location, specifically because of the area and the neighborhoods to the direct west and north of where this project sits being single family homes and the community that surrounds it. I was Mitch's next door neighbor and still am to this day. I moved in 2001 after being born and raised in Norman, Oklahoma and grew up on the west side of town. I was the college nuisance house on Park Drive. I now have two children, both under the age of 2, and have been married in this location for seven years, and can now appreciate Mitch's midnight tirades as to what my friends and I were doing much more than I could at the time. So all that is to say I have a deep affection and appreciation for this neighborhood and for this particular street. It's where I want my children to grow up and where I want them to be able to say that they're from, just like I'm proud to say that I'm from the City of Norman. That being said, I would have to say that this project should be revisited. It should be looked at, and it should

accommodate the Center City Visions current standing, which says it should be a four-story property at the highest so as to stay in line with what the community has stood up and said that they are looking for. I'm very fond of a lot of the discussion tonight around smart growth, around vibrant streets, pedestrian connections. I am a card-carrying member of the Urban Land Institute of Oklahoma and very proud of that and have gone to the Congress of New Urbanism's training and am very well-versed ...

5. John Richardson, 1709 Cambridge – I'm a business owner down on Main Street. I employ several millennials. I think this would be a great project so that I could get more millennials to stay in Norman.

6. Nathan Thompson, 1613 Chamblee Drive – About high density, I think that high density in Norman is a great idea. Manhattan Island, you know, people worry about skyscrapers there – that they would cast a shade on the cows out there. But basically, if you're worrying about parking, yes, it is not a lot of parking for the amount of places that you have live there – bedrooms. But, you know, when you look at the walking distance of five minutes, you could walk to a car that's parked five minutes away, or you could walk to work which is downtown – which is the University. It's a perfect place for someone like me, in my situation, where I don't necessarily want to buy a single family house, and I also don't want to live in an apartment complex where I share a kitchen and bathroom with two neighbors. So I'm for this.

7. Jane Crumpley, 423 Elm Avenue – I have mine written. I didn't time it so I hope I will be able to finish it. My husband and I protest the 542 S. University Boulevard project. We feel that this project does not meet various sections in Chapter 22.420 of Norman's zoning ordinance relating to PUDs. In the analysis section of the staff report they state that initial statement of purpose for a PUD is as follows: It is the intent of this section to encourage development with a superior built environment brought about through unified development and to provide for the application of design ingenuity in such developments while protecting existing and future surrounding areas. How does a six-story project of the mass and density and proposed style protect the single family homes of one and two stories that were built in the 1920s to 1930s? Additionally, staff states that the PUD ordinance requires a minimum of two acres to be eligible for a PUD; however, there is an allowance for a proposal of less than two acres. I think there is a huge difference between requires and allows. This project is to be built on .92 acres, less than half of the amount required. The staff report does not address the other sections of the PUD ordinance relating to respecting the environment in which a project is to be built. Section 1, Statement of Purpose, states that developments are to remain compatible with surrounding developments. Additionally, a PUD is to respect and harmonize with surrounding development. Section 2, Uses Permitted, states that the use and location shall be appropriate in order to protect and be in harmony with surrounding development. Section 3, Standards of Development, perimeter requirement – the developer is to assure compatibility with surrounding development. In a letter dated October 5, 2015 from MODUS Studio to the City Planner, Chris Baribeau states that this project, and I quote, "will be sensitive to the surrounding context and streetscape and will complement the existing character of the area." I asked at the Pre-Development conference how a six story building of the mass and scale proposed, bordering a neighborhood of one and two-story family homes met this statement. Not surprising, there was no response. Requests to the developer for downscaling this project resulted in the usual response "we can't make any money on a smaller project." Why should the City ensure that an out-of-state developer make money at the expense of its citizens and its well-established neighborhoods? To our disappointment, there is not one comment in the staff report regarding the potential effect of a project of this size can have on our neighborhood. I also want to address the walkability ...

8. Jason Christopher, 2617 Chateau Drive – I went to the University and came here in '97, and I got a job at the University. Came here from Michigan to go to school and I stayed here.

And I had a decision to make when I graduated -- because I was hired by the University full-time -- where I was going to live. I was living on campus. So I did my research. I looked around. I looked at South University apartments as a choice and felt that it wasn't a place that I wanted to start my career and where I wanted to live. If I had this opportunity as a young professional, I would have chosen a place like this where I could stay on campus. I worked at the School of Music and I took care of every concert for about ten years there and made sure that they all happened. Well, I could have walked. I could have rode my bike. I would have loved to live in an urban center where I could walk to shop and walk to eat and ride my bike and I wouldn't have had a car. I would have loved to live that experience. I chose not to live in that place because -- well, you saw the pictures and you've driven past it many times. It's very, very ugly. Anyway, I am in support of this project. Thank you.

9. Leslie Christopher, 2617 Chateau Drive -- I'm a business owner here in Norman. As a younger professional once upon a time, before I was married and had kids, I had an awesome opportunity. I lived in an apartment in the core of Norman above my business, and it was great. It was a lot of fun. I was close to a lot of things. But you know what else I was? I was alone. There were not other people in that same environment with me. That's unfortunate, because it was a unique experience and one that I wish I had begun sooner, and I wish that I could have shared with other people in a like situation. I feel that we have an opportunity now to create a community -- a new type of community that doesn't exist here in Norman now. We have some missing parts. We have some gaps. It's so much more efficient to fill in those gaps in the core of town, rather than put them on the outskirts. We have an opportunity to aesthetically improve the environment. We have an opportunity to see some very unique architectural elements put into the core of our town. We have an opportunity to create the future of our city, and that future is what we're looking forward to, while still embracing the existing components of our city and also embracing the past. I feel like we can all live in harmony in that regard and we have a great opportunity to move our city forward and to create a community that embraces people of all ages in a number of different lifestyles. Thank you so much.

10. Lyntha Wesner, 616 Tulsa Street -- I have been doing some cutting, hoping that I can just get the points that are important to be made. I've been here since 1966. My aunt had the home at 430 Park until she died at the age of 101 and she lived a good part of her life in Norman. So we own the house where she lived on Park Street. I'm happy to be here. I appreciate the possibility or the chance to speak, but I also hope that those of us will also be heard. It appears to many of us that our City's assurance that we're interested in protecting neighborhoods is an empty promise, and this is an example of that. This isn't on what I had prepared, but I was interested when Sean said that the architect looked particularly at the sun and where things were. Think about six stories essentially across the street from you and you will not have sun on the east side of your house for most of the year. It's just interesting. So the architect has looked at University and to the south and to the north, but he didn't look behind him where this neighborhood is that I'm talking about. So when we're planning, do facts matter in a city that works? I believe that they do, but maybe that's unrealistic. I guess I ought to restate that -- they should matter. And what are the facts? Sean told you that we have an additional 521 households per year -- this is based on historical data -- coming to Norman. He neglected to mention that, according to what we saw presented to the City Council about a month ago, we're building 714 units per year, and that's from historic data. What are the other facts that we know? In the recent housing market survey, enrollment at the University of Oklahoma has been static over the last decade. OU is building two new residence halls accommodating 1,200 students. But we have already approved 3,600 new student directed beds -- have already been approved in Norman. That's according to the housing marketing survey that was presented to the Council. So what are we doing here? It looks to me like -- and reading what I see nationally -- that six stories for millennials is a fad. University towns are particularly vulnerable ...

11. Sherry Bynum, 6524 Crooked Oak Drive – We moved here for the second time in 1974. My husband was in the School of Social Work and he rode a bike from the east side of town to the old School of Social Work. I'm a counselor in a private practice now and I can tell you parking at my office is a nightmare. There isn't anything close by. I wanted to be real familiar. I know the picture you saw of the apartment complex that's there now – I think I must have closed my eyes every time I went down University and wanted to ignore it. But today my husband and I drove through that parking area and around that parking lot in the apartment complex. I think I saw three or four cars. That is in bad shape. Something has to be done. I just want to say that my husband and I both support O-1516-22. We support this. I think it's time. I do think making things – you know, there's a lot of communities that probably if the students had more access and it was closer there would be more bicyclists. I know we see a lot of them when we drive through town. There is no quick way to get through Norman from where we live. Yeah, University has a lot of traffic and it will continue to have traffic as we grow anyway. I don't see anything that's going to keep Norman from growing. It has grown so much even since we've moved from the west side of town to where we are now on an acreage. So I just appreciate your time. We are for this. We think it will add to the community and to the goals of the growth that we foresee. I think it's time that we kind of begin to look at – if you look at all of the things in the building around the University, we see these high-rises. We've heard other people probably talk about when the taller buildings were going in, they were against it. Anyway, I just think this is a sign of progress and I think it will be beneficial to the community in the long-run. Thank you.

DISCUSSION AND ACTION BY THE PLANNING COMMISSION:

1. Ms. Pailes – Recently listened to a draft proposal by the Center City Visioning Project and it was brought up that the area behind the President's home was going to have more restrictions on it in terms of height.

Ms. Connors – There are currently some setback requirements and height limitations behind the Borren house.

Ms. Pailes – And roughly it was no more than four stories near Boyd House. Roughly. Is that correct?

Ms. Connors – That's what is in the draft currently.

Ms. Pailes – So the President of the University objects to buildings over four stories and his objection is given credence, but the neighbors' object over four stories and their objections are given no credence. Life is not fair. I know that. But I find that really, really, really objectionable. You do always have the issue of who speaks for the neighborhoods, and the problem is the neighborhoods must speak for themselves. They have little assistance, except from these larger planning events like the overlay plans. So those really need to be looked at, otherwise the neighborhoods are roughly helpless. It's the neighborhoods that make Norman what it is. Norman has the appearance of a town, and what the town has to decide is do we want to be a town or do we want to look like the Bronx? If you want to look like the Bronx, this is the way to go – except actually the Bronx is about four stories. If you want to look like a town, which is actually very attractive, that's a legitimate planning objective. You don't have to look like a city; there's a city 30 miles away and nobody wants to live there. Again, it's a matter of scale. If you wanted to put this on 24th N.W. and Tecumseh, it would be fine. It would fit in. And you could make the argument that millennials would like to live there and commute to Oklahoma City, which is actually where the jobs are. That would be appropriate. In this location, the scale is completely inappropriate. There's a suggestion that this is the coming thing, so apparently the idea is that more of these should be built along University; as we look down University we should see more buildings like this at this scale? Why? It seems if you want to maintain what we have and what's attractive, everybody wants to build in central Norman. Central Norman looks like a town and this scale is inappropriate to central Norman.

2. Ms. Bahan – I have a question about the retail on the ground floor. You said it was going to be 1,300 square feet. Is that the only retail that you envision having in that space?

Mr. Baribeau – About 1,300 square feet for retail space and the other part is the lobby – the entry into residential.

Ms. Bahan – What do you mean by retail?

Mr. Baribeau – It's commercial space that could be rented by anybody.

Ms. Bahan – Commercial. So it could be a card store; it could be – you had café on there. Like a Starbucks. It could be ...

Mr. Baribeau – I can't control who rents the space.

Mr. Rieger – Yes. Retail would be commercial. One point on that. Center City actually has this frontage shown as urban residential. If you read Center City, it says urban residential shall have no retail and commercial. But we heard significant feedback from people saying they wanted retail there as a vibrant streetscape, so we – sort of some of our issues here is what part of Center City do we put in and that was one that we actually defied, because the urban residential frontage specifically says no commercial except for ancillary to the units. But we had so much feedback from people wanting an active streetscape that we put in the 1,300. One other thing on the Center City, too, is that urban residential, up until just two months ago when this project was brought to the City, it showed this frontage as six stories and sometime in September in the final meeting it changed after this project was already in process at the City it would have been six stories and then it changed in September after we were already producing plans and the project was underway. It got changed to four. It is still six stories at the corner, and that's one other issue, to address Commissioner Pailles mentioned height limits. That six stories of urban residential, I think, goes all the way from the corner of our site in Center City down to Boyd. I don't know – does it stop at – it stops just north of Boyd House, doesn't it?

Ms. Connors – That has been modified to four stories all the way down to Boyd.

Mr. Rieger – Okay. Alright. But until September it was six stories up until that last meeting after we had come in to process. That's the other thing, is to parking, again. Center City – we tried to do what we can to meet the spirit of it and Center City; we are overparked for the Center City document.

Ms. Jourdan – We should be careful with the overparked term, because the parking lots are often – there are lots of developers sitting on parking lots waiting to see what happens with this project so they can fill those in with development, too. So, you know, just because there are parking spaces available doesn't mean they'll always be available. And we have to be careful about having a first-come/first-served approach when we're talking about meeting parking demand.

Mr. Rieger – I understand. Thank you, Commissioner.

3. Mr. Sherrer – I always like to remind everyone that we're a recommendation body. It's always nice to talk about that. Council gets paid the big bucks is what I always say. But, with that in mind, I always like to say what do I like; what do I not like about a project. I think some of the things that I really like about this project – because I am a believer that infill is the future and is part of what we need to have within our community because I agree with several of the comments that young professionals, millennial generation, others do very much want this type of housing. So things like the shade gardens – I think that's nice. I think nobody really mentioned that, but I think that's a nice feature and I commend the architects for thinking of that. I like how that lines up with the neighborhood. Obviously, especially with six stories, the more you can do those kinds of things, the better, and I think that's to be commended. I like the retail space. I think Center City talked about that, but I think the opportunity for sales tax and additional places for living, whether that be a café or card shop or whatever – coffee shop – whatever it ends up being, I think that that's an excellent thing.

Some concerns that I have, honestly, are some of the architecture and the masonry standards. I like the brick. I think that the Cherokee Gothic nature of what the University has done – Heddington Hall – some of the things there is outstanding and provides, if you are going to have a large building that's going to be in existence and be around for 50 years, I think it's outstanding that you have that level of architecture. I have some concerns about stucco. I have some tremendous concerns about that level of masonry standards and the quality of how

that lasts over time. I think that needs to be thought of. I think the squared-off architecture is really efficient and great and good economics. I'm a banker; I understand that. But I also think that there needs to be a little bit of design thought beyond just the shade gardens that goes into that level of kind of architecture needs to be considered. I think the fence line – the ability to have masonry fencing separation within the PUD that's been proposed – you know, wood fence could be there as well, and I think it's important to have some level of separation as we look at these projects going forward. I think that's important. I do also think that, from a true economic perspective, I think that some of the University housing is going to provide student housing. I think will be a great competition. I've seen Millennium Apartments that this group approved and went forward to Council and now is actually in existence – is there already. I think – when I think of young professional housing, I don't know that this is it for me. I see a lot of student housing here and I do think that kind of the design of what some of those studies – some of those Commissioners have thought I think would be important. I'm going to vote no on this at this point, not because I don't think you guys have done a good job. I just don't think it's quite there yet and I don't know that we're ready for it yet. I think that some of the projects you've done – I hope you come back to the community, because we've had some out-of-town people come in that I won't name names, but I've been very disappointed in what they've done. I think you guys have done a lot of hard work and I appreciate that, but I think there's still a little bit of work to be done within our community and I think that's important to kind of think through those kinds of things as we're talking about. To me the initial, for us, infill project – I think it's important that we have the right standards and right things in place to produce the right product for young professionals going forward.

Andy Sherrer moved to recommend approval of Ordinance No. O-1516-22 to City Council. Erin Williford seconded the motion.

There being no further discussion, a vote on the motion was taken with the following result:

YEAS	None
NAYES	Andy Sherrer, Roberta Pailles, Erin Williford, Tom Knotts, Sandy Bahan, Dawn Jourdan, Chris Lewis
MEMBERS ABSENT	Dave Boeck, Cindy Gordon

Ms. Tromble announced that the motion, to recommend approval of Ordinance No. O-1516-22 to City Council, failed by a vote of 0-7.

* * *

Item No. 11, being:

MISCELLANEOUS COMMENTS

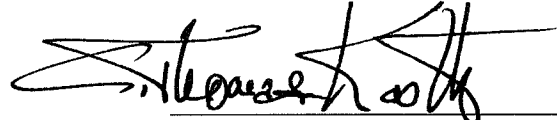
Chair Bahan wished everyone Happy Holidays.

* * *

Item No. 12, being:

ADJOURNMENT

Tom Knotts moved to adjourn. Dawn Jourdan seconded the motion. There being no further comments from Commissioners or staff, and no further business, the meeting adjourned at 8:04 p.m.

A handwritten signature in black ink, appearing to read "Tom Knotts", written over a horizontal line.

Norman Planning Commission